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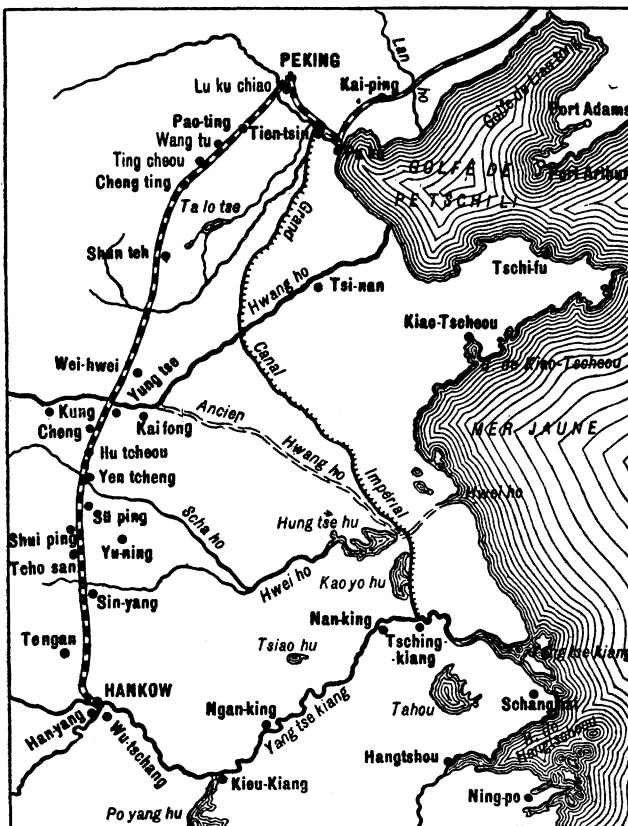
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## THE PEKING-HANKOW RAILWAY.

Mr. Jean Jadot, who had charge of the construction of the Peking-Hankow Railway, which is now being extended by the Chinese Government to Canton, has recently returned to Brussels. *Le Mouvement Géographique* (No. 28, 1906) describes the farewell honours paid by Chinese officials to Mr. Jadot on his departure, and



prints a concise record of the enterprise, which is interesting as a part of the history of what will probably be the first great trunk line through China. The facts given here are from this article, and the map that accompanies it is also reproduced.

The line from Peking to Hankow is 753 miles long between the terminal points, with short branches to mines, adding about sixty

miles to the length of the track. It traverses, from north to south, the provinces of Pechili, Honan, and Hupé, which are among the most populous of China. The construction of the road was begun at both ends of the line at the end of 1898 and the opening of 1899. The northern section of the work had been extended for a distance of 114 miles south of Peking when it was interrupted in May, 1900, by the Boxer revolt. A large part of the completed portion of the railway was destroyed, a considerable number of the employees were killed, and the final completion of the road was undoubtedly set back at least a year by the insurrection.

Early in 1901 order was sufficiently restored, through the military occupation of Peking by the Powers, to warrant the resumption of work. There was no further interruption of the enterprise, and it was steadily—though, according to Western ideas, not very rapidly—pushed until its completion towards the end of 1905. It was officially opened on November 12 of that year.

A little more than half of the road was built by the northern working force, which met the southern party a little to the south of the Hoang River.

The railway was built by the "Société d'étude de chemins de fer en Chine," composed of a group of French and Belgian banks and some of the leading construction companies of the two countries. This company carried out the work under a revised concession granted by the Chinese Government in June, 1898, under which the capital of the company, \$250,000, was augmented by the floating of bonds to the amount of \$22,500,000, guaranteed by the Chinese Government and by the earnings of the railroad, the debt to be paid in twenty years after 1909.

Most of the material, fixed and rolling, was imported from Belgium and France. China having little timber, even the railway ties were imported, 130,000 of them coming from France, 50,000 from the Baltic countries, a small quantity from Oregon, and the remainder from Japan. The steel works of Hanyang, near Hankow, supplied about 75,000 tons of rails. A supplementary issue of bonds to the amount of \$2,500,000, under the same conditions as the first loan, was floated in 1905 to meet the final expenses of the construction and rolling stock.

At the close of last year there were in the service 101 locomotives, 145 passenger cars (first, second, and third class), and 2,200 freight cars of from 15 to 40 tons capacity. The foreign builders of the road have formed a mining company under the name of "Mines du Luhan," which holds the concession for the develop-

## *The Peking-Hankow Railway.*

ment of several coal fields that will supply the railroad with an excellent quality of fuel.

Although the line extends in part through a very hilly and even mountainous country, there are only two short tunnels, both of them piercing the hills immediately to the south of the Hoang River. There are, however, about 100 steel bridges from 650 to 2,200 feet in length, besides the great bridge over the Hoang River, which is wholly constructed of metal, is nearly 9,900 feet long, and is one of the great bridges of the world.

The abstract of statistics in the Chinese "Returns of Trade" for 1905 says that the work on the prolongation of this railway from Hankow to Canton was deferred until it should be settled who was to construct it and with what funds, but was resumed in March, 1906, under Chinese auspices and with Chinese capital.

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## GEOGRAPHICAL RECORD.

### AFRICA.

THE DUKE OF THE ABRUZZI'S ASCENTS IN THE RUWENZORI RANGE.—The newspaper press announced some time ago that the Duke of the Abruzzi, whose expedition to Mount Ruwenzori sailed from Naples on April 17, had climbed the highest summit in the range, the height of which, however, was not given. A few additional particulars since received show that at last accounts his work was progressing very favourably. On June 18, only two months and a day after his departure from Naples, he had already ascended the highest point of the range, which he found to be 5,800 meters, or 19,024 feet, above sea-level, so that it is probably the second highest summit in Africa, the Kibo peak of Kilimanjaro, with 19,712 feet, being the culminating point of the continent, and Kenia, with 18,105 feet, occupying the third place.

*Petermanns Mitteilungen* (No. 7, 1906) says the expedition proves how much good work may be done in a short time by a party into whose organization and equipment the question of cost has not entered. Everything that might contribute to the success of the expedition was supplied without stint. The Duke of the Abruzzi is accompanied by Captain Cagni for magnetic and meteorological observations, Dr. Cavalli for geology and botany, Professor Roccati for mineralogy and geology, Vittorio Sella for photography, and Lieut. Winspeare for topographic surveying. In addition to this scientific staff, five experienced mountain guides were taken and 450 native carriers were secured at Entebbe, on the north coast of Victoria Nyanza, to transport the supplies to the foot of the glacier on the eastern slope of Ruwenzori, where the base camp was pitched. Before he climbed the highest peak of the range the Duke ascended a number of the lesser summits. He hoped to complete a good topographical survey of this entire mountain mass before returning home.